

WASHINGTON, D. C., TUESDAY, DECEMBER 16, 1902



PROSPEROUS WASHINGTON

and the MEN WHO HAVE MADE IT

The Nation's Capital now the Nation's Pride



that Washington has already taken a creditable place among the industrial cities. The popular notion that the city has practically no manufacturing centers, behind Washington in the value of the annual output are Jersey City, Indianapolis, New Haven, St. Paul, Fall River, Kansas City, Troy, Syracuse, Wilmington and Bridgeport.

With such a record as this without any concert of action in the past to promote it, what does not the future hold forth when the new era of material development upon which greater Washington is now entering is well under way? In view of these facts it is not untimely to emphasize this matter. A step in the right direction has already been made. A five-million-dollar company has been formed to harness the Potomac. It proposes to erect a turbine-wheel power plant on the Potomac river at or near Great Falls. From the power thus obtained it is proposed to furnish electricity to Washington and other adjoining localities. Those interested in the project say that within two years they will have several thousand horsepower for sale.

Under a great demand for faster transportation the local companies have within a very few years equipped their railways with the best electrical system in the world, and Washington's street railways have become accepted as the model railways of the country.

During the passing years great improvements have been made in illumination, and the local gas company has expended large sums in bringing its plant to the point where it supplies a magnificent flow of gas and an illuminating power that gives general satisfaction.

The electric light company has developed facilities for lighting the city as few cities are lighted in the country.

The banking institutions of the city have shown a wonderful growth, and their prosperity and strength are the best indication that the commercial prosperity of Washington is an assured fact. Banks reveal at once any diminution or increase in business of a city, and surely in examining the statements of the banks of Washington the reader will be impressed with the solidity and strength of these institutions.

While the passing years have brought great prosperity to Washington; while the great growth of trade has necessitated some extensive enlargements to their stores on the part of the leading merchants, the city has witnessed some changes in other than commercial lines.

As the prosperity of a city becomes greater the people demand better art, better music and better environment. Through the liberality and public spirit of one of her leading citizens, Washington has secured a temple of art that is one of the great educational influences of the city.

Musicians from all the corners of the world have come here, knowing that this is a great musical community, that pupils are plentiful and that the atmospheric conditions are ideal and the environment all that the most aesthetic artistic nature could desire. Musicians of Washington and their pupils are known throughout the country, and there are probably few cities that have turned out so many gifted people in proportion to the population as has this beautiful city among the trees.

In all the various divisions and subdivisions of activity this city has displayed the most remarkable progressiveness, and has arisen from a subordinate position among the cities of the Union to the most important and wonderful city of the United States.

In reading the histories of people in trade, music and art, and in contemplating the great strides onward made by the illuminating companies, the railways, the banks, and other lines of endeavor, the citizens of Washington will feel proud of the record, and will continue with a faith stronger than ever to make this city one of the greatest in the world.

GREAT PUBLIC UTILITY

Washington Railway and Electric Company.

REVOLUTIONIZED CITY TRAVEL

Real Estate Values Have Been Enhanced by This Magnificent System.

AN UNDISPUTED BENEFACTOR

"Fifty millions of dollars have been added to the value of Washington and suburban real estate by the work just completed by the syndicated railroads."

That remark was made more than two years ago by one of the city's most capable financiers—a man whose judgment as to real estate is as good as the best. No one seems to have estimated as to the added values since then, but it is certain that the increase has been steady and satisfactory.

Before the coming of the Washington Traction and Electric Company—now the Washington Railway and Electric Company—there were many street railway organizations; mostly disconnected, generally antagonistic, ancient as to equipment, wonderfully inclined to careless operation, devoid of transfer relationship and unable to gratify on a cash basis any considerable

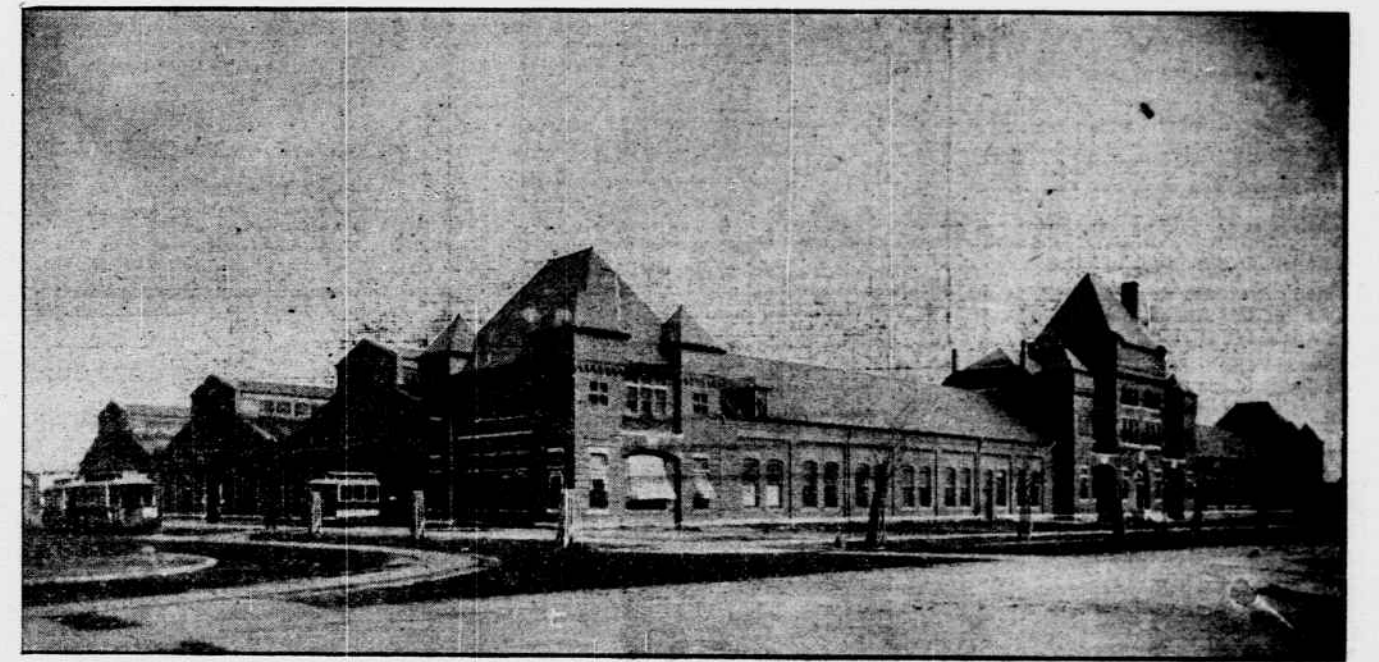
bling roadbeds and rickety trestles, that the casual observer of the entire situation found it practically impossible to carry away an impression that would average as high as "good."

From any other point of view than that of the far-sighted and long-suffering railway investor the proposition was not attractive, but that kind of a man would not permit himself to be downed by little things, even if there were very many of them; so, with his mind made up, the investor reached out and secured eleven of the good, the bad and the indifferent, as follows: The Metropolitan Railway Company, the Columbia Railway Company, the Anacostia and Potomac River Railroad Company, the City and Suburban Railway of Washington, the Brightwood Railway Company, the Washington, Woodside and

Company and the Capital Railway Company. Also he secured control of the United States Electric Lighting Company and the Potomac Electric Power Company, believing that they might be operated in harmony with the railroads.

It was a bold venture. It would have been a bold venture had all the properties been in workable condition. The properties had not merely to be purchased; several of them had to be wholly rebuilt, while there was abundance of opportunity for necessary and expensive patching. More than four millions of dollars were spent in the reconstruction of the properties. Large sums were disbursed in the rebuilding of the Brightwood and the Forest Glen lines. Then there was the reconstruction of the Georgetown and Tonnallytown and the building of the Washington and Rockville. Steel bridges with stone abutments superseded the decayed trestle work on the Washington and Great Falls line, and the entire road was double-tracked. To catalogue the work done and to recite in detail the expenditures so liberally made would weary the reader. It is enough to call at-

into the possession of the syndicate, every known variety of car, all the kinds of trucks, with motors ancient and modern and controllers ranging from the first and the worst to the last and the best. Then the methods of handling many hundreds of employees had to be systematized. Each road had been run after its own fashion, and sometimes the fashion was a very old one. The bringing of all these inharmonious elements—animate and inanimate—into some semblance of order was a tremendous task, that at times, especially when the financial conditions took a turn for the worse, seemed to be almost impossible.



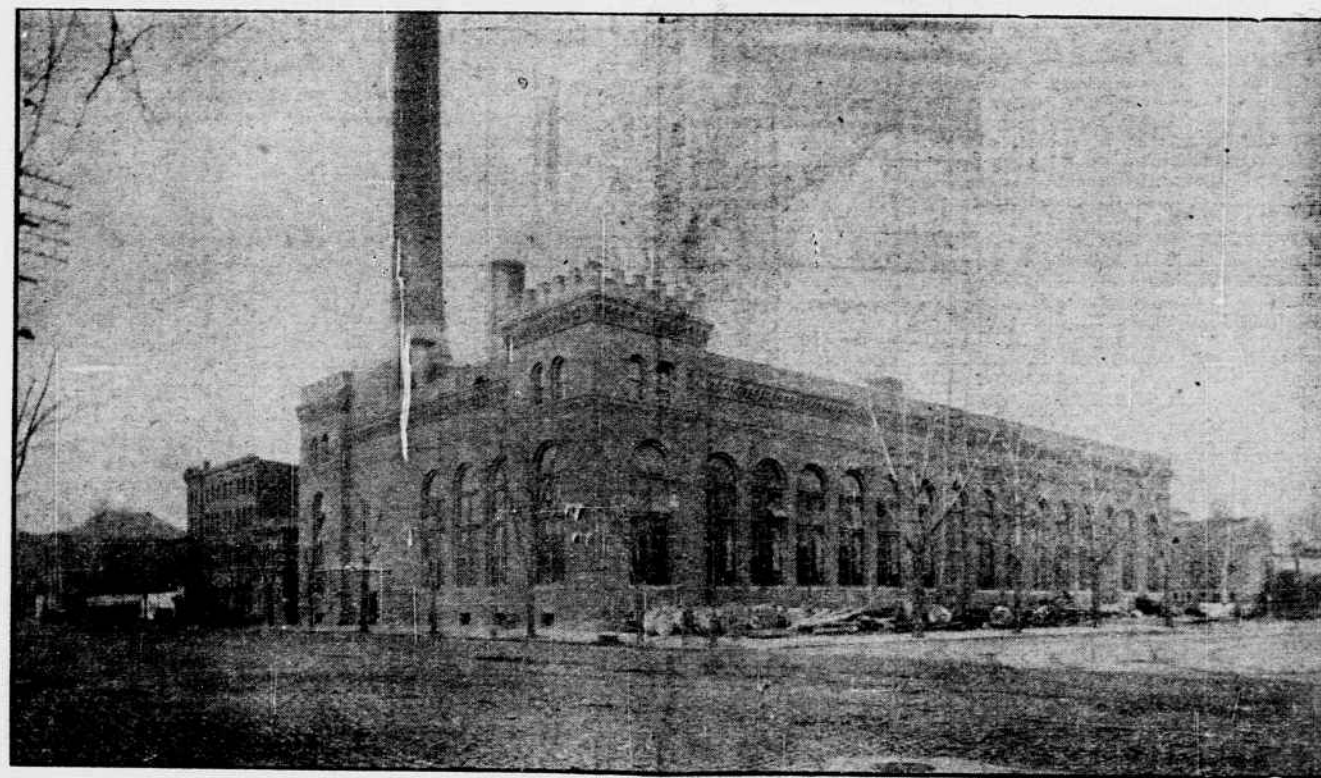
CAR BARN, 14TH AND EAST CAPITOL STREETS.

attention to the quotation with which the chapter opens.

While the work of construction and reconstruction and repair was being pushed,

Necessarily there was a great deal of experimenting, and some of this took place even before any serious effort was made to weld the lines into a system. Occasionally one of the experiments would prove successful from the popular point of view, but more frequently it met with so much disapproval as to cause the management much embarrassment. After awhile there was a satisfactory condition, so far as roadways were concerned, and then there came betterment as to cars and equipment. Coincident with these things was the trying out of the transfer question, a problem of huge dimensions and filled with almost as many intricacies as there were passengers to be considered. As to schedules, there were many opinions, and as most of these were expressed in such a way as to attract the widest possible attention, the situation was both involved and noisy. Out of it all there came—and in such a short period of time that even the most critical were amazed—a system of transportation which is a surprise to every visitor and a gratification to every resident. Of course, it is still short of perfection. It will always be more or less defective, because it is controlled by human beings, and perfection in human beings is not expected, but it will be better a year from now than it is today, and it will be better two years from now than it will be a twelvemonth hence. It is the plan of the

streets are clear and its car service about as near ideal as it could be at this time. Within the city there is still room for something of extension. At this time the Washington Railway and Electric Company—which, while it controls all the railroads named at the outset, consists only of the old Metropolitan, Columbia and Washington and Great Falls companies—is extending to Park street, Mount Pleasant, from the present north terminus of its Connecticut avenue division at Columbia road and 18th street. Congress has granted authority of the Anacostia and Potomac River Railroad Company to extend its 11th street line up

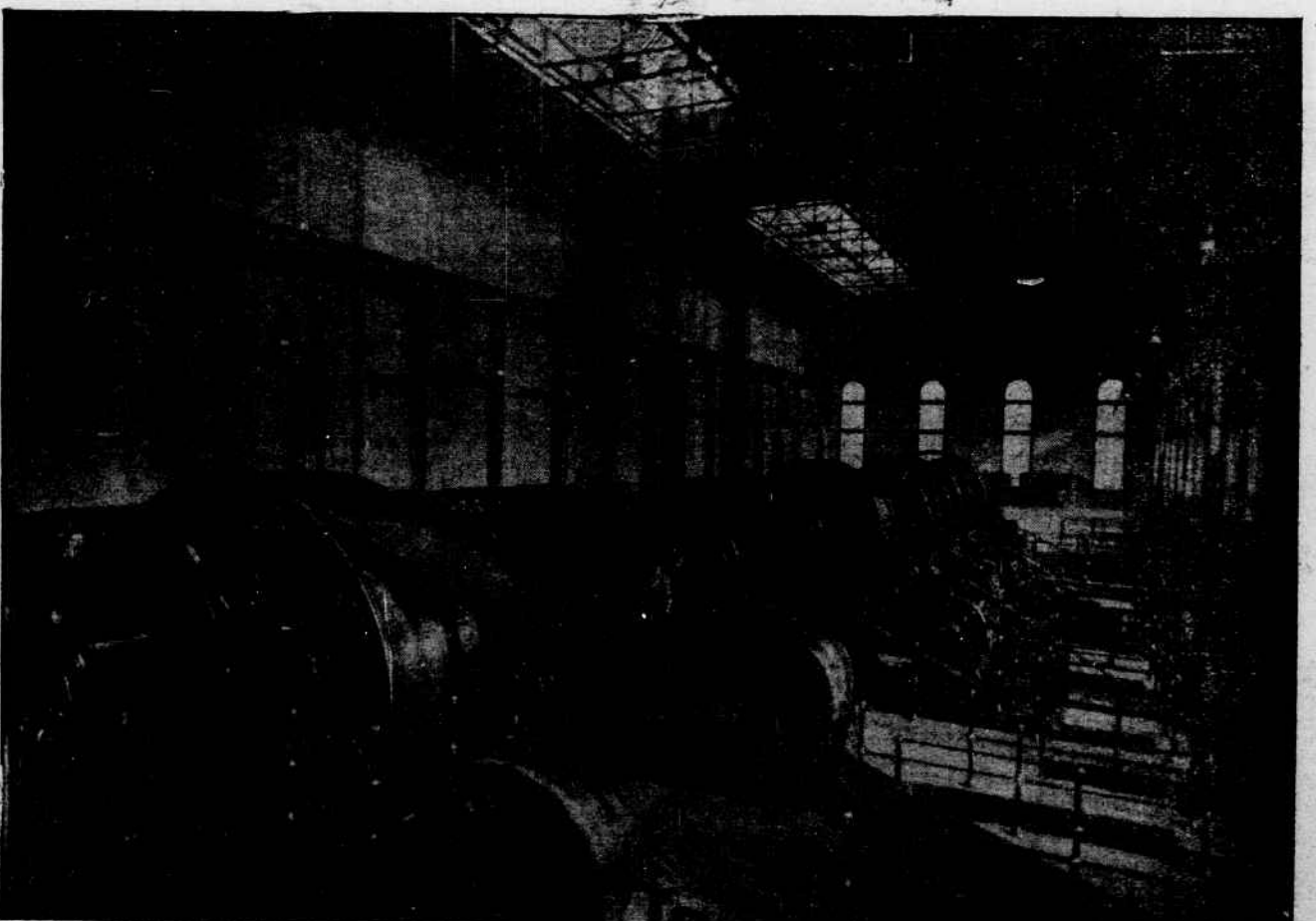


THE CENTRAL POWER STATION.

percentage of their creditors. There were some extraordinary and brilliant exceptions, of course, but there were so many corporate cripples, so many lean horses and shabby bobtail cars, so many agitating streaks of rust with divorced joints, so many crum-

Forest Glen Railway and Power Company, the Georgetown and Tonnallytown Railway Company, the Washington and Rockville Railway Company, the Washington and Glen Echo Railroad Company, the Washington and Great Falls Electric Railway

strenuous efforts were also being made to adopt the equipment of the various lines to the uses of the companies and the patronizing public. In all the history of street railroading there was probably never such a museum of equipment as that which passed



INTERIOR OF CENTRAL STATION.



Mr. Hobart Brooks.

and corporate enterprise. And the purpose of this edition of the golden jubilee number of The Star is to show the marked success achieved.

Here you will find leaders in almost every walk of life, artists, musicians, lawyers, philanthropists, bankers, as well as the representative man in the various lines of commerce and trade.

These men have all left their imprint on the city; each and every one has been more or less of a factor in the capital's development. The growth and prosperity of Washington are closely allied with the progress of the whole country. The city and the nation have gone hand in hand. It is but a few years ago comparatively that the national government paid its one-half for the running expenses of the District grudgingly. That feeling is rarely shown now, as Washington has grown so tremendously, and is admittedly now the most beautiful city where sunlight kisses shadow.

The manifest and manifold advantages of Washington as a commercial center have only come to be recognized within very recent years. It will surprise a great many to learn



A. L. McDermott.

management to steadily improve the rolling stock until the equipment is practically of one type. Even when that has been accomplished it is not supposed that it will result in expressions of unusual pleasure, but it is believed that the great majority of the public will be well satisfied.

No city in the United States has railroads which give to the public so much of a ride for so little money as Washington. For four and one-sixth cents a passenger can be transported comfortably and speedily from the northern boundary of the District to the southernmost railroad point 'way beyond Anacostia; or from the District line on the east to the District line on the west. Such tremendously long rides for insignificant fares are not the result of congressional enactment; they have been arranged by the companies because it is the plan to encourage riding. In other cities it may be possible to travel as far for five cents as one may travel here upon tender of one of the six tickets which may be purchased for 25 cents, but in no other city of long rides, except New York, is the passenger carried over an underground electric system which cost more than \$100,000 per mile of double track. Elsewhere is the infinitely cheaper and esthetically less de-

into Holmead Manor, so as to provide accommodations for what soon promises to be a thickly settled portion of the city. Away out in Maryland the tracks of the city and Suburban railway connect with a line now running to Laurel, and probably soon to be extended through Ellicott City to Baltimore. The first electric line to Baltimore, however, will come into Washington over the tracks of the Washington Railway and Electric Company, and have its terminus at 15th and H streets northeast, from which point passengers will be conveyed to the various parts of the city over the lines of the system. All of these things mean much to suburban Washington, and they mean a great deal for the city and its business. The city merchant prospers because new customers are transported to his stores. The owner of bulky real estate achieves wealth because distance is annihilated by rapid transit. The thrifty citizen acquires a home with comparative ease by moving a few miles out of town to a place where land is cheap and where buildings are less expensive because less pretentious than in the city. There is all-around prosperity, and the frequently abused railroad is, after all, one of the greatest of public benefactors.

The officers of the company are: Hon. Allan L. McDermott, president; George H. Harries, vice president; H. W. Fuller, general manager; James B. Lackey, secretary; W. F. Ham, comptroller, and R. E. Lee, general superintendent.

REACHED ITS MAJORITY

ELECTRIC LIGHTING IN WASHINGTON JUST OF AGE.

A Vigorous Organization Makes and Distributes the Current for Illumination and Power.

Until twenty-one years ago no effort had been made to use electric current for lighting purposes in Washington. Of course, (Continued on Eighth Page.)